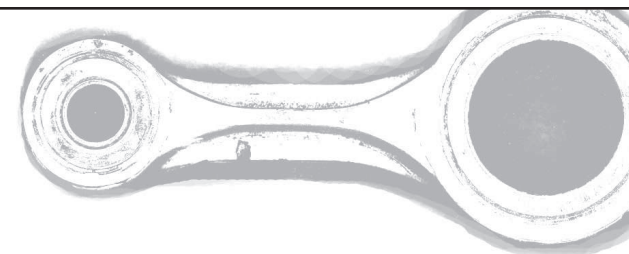




Supplement to the Desert Airman

AMARC

The Aerospace Maintenance And Regeneration Center



...A Diamond in the Desert

Issue 1
Aug 1, 2003

AMARC Commander



The Aerospace Maintenance and Regeneration Center workforce welcomed Col. Lourdes Castillo as their new commander May 27. Castillo brings with her an extensive background in aircraft and depot supply maintenance. She

has served on the Air Combat Command US Air Forces Europe, and Joint Chiefs of Staff.

"I am thrilled to have been given the privilege to assume command of an organization as sophisticated and comprehensive as AMARC and I am fully committed to providing the highest level of dedication to my new responsibility," said Col Castillo.

During her first month as AMARC commander, Castillo completely immersed herself in the center's operations.

"We have a requirement to serve the American taxpayer," she said. "When you think about it everything we do within AMARC is focused on giving the American people the best bang for the military aircraft buck."

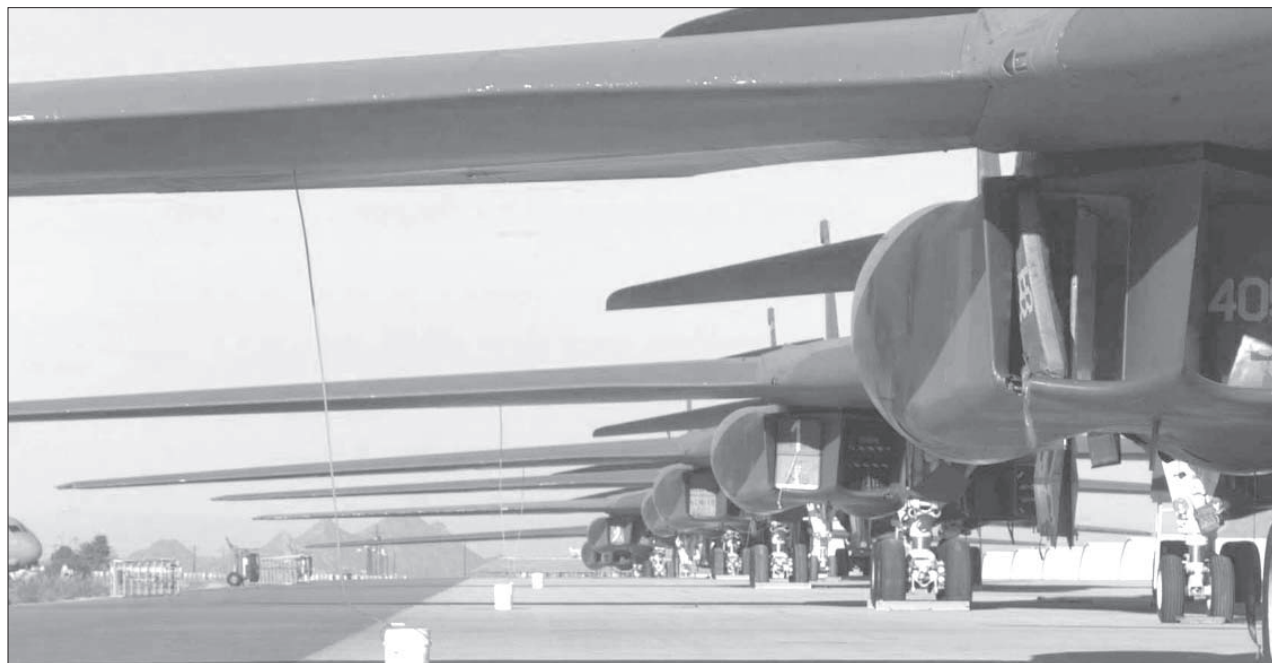
She realizes that almost everyday the combined efforts of the center reclaims additional revenue from the original cost of America's airframes and at the same time, brings new revenue through a vital and viable overseas market for America's older aircraft.

Castillo believes that AMARC has a common responsibility to the friends and neighbors in the Tucson area.

She fully recognizes that AMARC has been granted custodianship of 2,600 acres of federal land and as members of the Arizona community, AMARC has an obligation to play their part in the social and economic advancement of this community.

"I look forward to working with the local officials to manage the wide range of AMARC commitments to the community and to volunteer my own contributions to the community we serve," Castillo emphasized.

Castillo will perform her duties as the center's 31st commander since AMARC's inception in 1946.



The first B-1B Lancers, arrive for storage at AMARC.

2nd Lt Daniel King

Auxiliary air power right next door

By 2nd Lt Daniel King
AMARC Public Affairs

What humbly began in 1946 as one of the many Army Air Force fields designated to store post World War II reserve aircraft, the Aerospace Maintenance and Regeneration Center (AMARC) has now evolved into the Department of Defense's sole auxiliary air power storage and regeneration facility.

AMARC, one of Air Force Materiel Command's specialized centers, has a current inventory of approximately 4,365 aircraft, including assets belonging to the U.S. Air Force, Navy, Army, Marines, and Coast Guard. This vast aircraft warehouse, located on Davis-Monthan Air Force Base occupies 2,600 acres of southwest desert where low humidity and minimal rainfall prevail to provide the optimum climate for preservation.

Integral to AMARC's extraordinary mission to sustain the warfighter are five main production divisions--the storage division preserves and repackages aircraft, protecting the airframe and internal components from weathering elements; the aircraft division accommodates customer withdrawals of aircraft from desert storage and prepares them for flyaway; commodities division removes parts and assemblies from this

reserve of aircraft and ships them in support of the active inventory; the disposal division allows for the disposition of the aircraft at the direction of the owning services; and the industrial services provides the overlapping support to all divisions.

"AMARC has an extraordinary responsibility to the nation's warfighters. We must, at all cost, meet the needs of the Air Force, Navy, Army and Marines--we are a key source to support their missions, and we must keep them combat ready at all times," said Col Lourdes Castillo, AMARC commander.

Last fiscal year, the services reached into this vast stockpile of fighters, cargo carriers, trainers, and utility helicopters to request the regeneration of 99 aircraft. Together, the acquisition value of these aircraft is over \$520 Million.

Regeneration of these aircraft is attributed to AMARC's multi-skilled force, many of whom are former service members. These crews are trained to work on over 70 different types of aircraft, repair or overhaul systems, and modify the aircraft to current standards by performing Time Compliance and Technical Orders, to ensure the airworthiness of aircraft prior to release.

AMARC supports the Air Combat

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Command's Full Scale Aerial Target program at Tyndall Air Force Base Fla. and Holloman Air Force Base, NM. Vietnam-era F-4 aircraft are currently flown by AMARC flight test crews to Mojave, Calif. for a contractor installed drone package to convert the F-4 into a realistic airborne threat, thereby providing training assets facilitating highly confident and proficient, combat-



2nd Lt Daniel King

A Navy F-14 aircraft mechanic detachment regenerated 3 F-14 Tomcats from desert storage to support pilot training.

trained pilots.

AMARC will complete the regeneration of 28 F-16s by mid-August as part of the Air Force's F-16 Peacegate program.

The Air Force has already taken delivery of 13 F-16s to replace test support aircraft at Edwards Air Force Base, Calif. and Eglin Air Force Base, Fla.; and, the Navy will acquire 14 F-16s to return to the air as an aggressor squadron at Fallon Naval Air Station, Nev.

AMARC's highly technical workforce in partnership with the Ogden Air Logistics Center has been assisting with A-10 structural inspections, repairs and modifications in support of SLEP 1 formally known as Hog-Up.

Foreign military sales or FMS is another growing source of workload for AMARC.

US State Department negotiations with some of our allies, allows for the with-

"AMARC has an extraordinary responsibility to the nation's warfighters. We must at all cost meet the needs of the Air Force, Navy, Army and Marines..."

~Col Castillo

drawal of US aircraft to support a foreign government's growing operational requirements.

As an example, Italian air forces have "earmarked" stored F-16s for future delivery.

"We have an obligation to the allied customer who looks to us for affordable aircraft assistance," said Col Castillo.

Patrick Mulloy, AMARC maintenance director pointed out that "supporting our allies through the foreign military sales program allows the U.S to achieve the goal of weapons

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~ From 'Auxiliary' page 1

systems interoperability in a combined forces environment."

Priority reclamation programs within AMARC are keeping the services active inventory flying and at the same time paying high dividends to the U.S. taxpayer.

This fiscal year, technicians have reclaimed

and returned a continuing total of 14,518 parts in support of the warfighter. The combination of parts and aircraft withdrawn represents a return on taxpayer investment of \$1.2 billion.

The US Navy, which stores approximately one-third of the aircraft at AMARC, relies heavily upon AMARC for fleet support.

"We could not keep our fleet flying without AMARC," said Mr. Timothy Horn, Naval Field Support Office director. "They [AMARC] are critical because we cannot get the millions of dollars worth of parts anywhere else."

The desert climate also facilitates the outdoor storage here of over 400,000 line items of production tooling and special test equipment for B-2, B-1B, A-10, C-5, C-141, F-4, and EA-6B aircraft, eliminating



2nd Lt. Daniel King

Tom Wilson completes wiring upgrades and TCTOs on an A-10 wing section, a standard procedure in the processes of A-10 modification at the center.

the cost to store commercially - an incredible savings to the taxpayer.

It is evident that not in concept, mission or operation does AMARC qualify to be known as either a "boneyard" or a "graveyard." AMARC is a national resource which will continue to respond to the Air Force's current and future initiatives to keep the aging fleet operational while at the same time remaining cognizant of the necessity to keep the warfighter airborne and ready for the fight!



2nd Lt. Daniel King

The wing of an F-16 shades Edward Oliver, AMARC aircraft mechanic, while he removes leading edge panels for time compliant technical order inspections due in the regeneration process on this Peacegate aircraft.

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